

Minutes of the 10th Meeting
Food and Environmental Hygiene Committee
Yau Tsim Mong District Council (2012-2015)

Date : 26 September 2013 (Thursday)
Time : 2:30 p.m.
Venue : Yau Tsim Mong District Council Conference Room
4/F., Mong Kok Government Offices
30 Luen Wan Street
Mong Kok, Kowloon

Present:

Chairman

Mr YEUNG Tsz-hei, Benny, MH

Vice-chairman

Mr CHAN Wai-keung

District Council Members

Mr CHUNG Kong-mo, JP	Mr IP Ngo-tung, Chris
Ms KO Po-ling, BBS, MH, JP	Ms KWAN Sau-ling
Mr CHAN Siu-tong, MH	Mr LAU Pak-kei
Mr CHONG Wing-charn, Francis	The Honourable TO Kun-sun, James
Mr CHOW Chun-fai, BBS, JP	Mr WONG Chung, John
Mr HAU Wing-cheong, BBS, MH	Mr WONG Kin-san
Mr HUI Tak-leung	Ms WONG Shu-ming
Mr HUNG Chiu-wah, Derek	

Co-opted Members

Ms LAM Wai-lung	Mr HO Siu-tak
Mr CHOI Vai-hung	Mr LUI Wing-kong, Vincent

Representatives of the Government

Mr LI Ka-kei	District Environmental Hygiene Superintendent (Mong Kok)	Food and Environmental Hygiene Department
Mr WONG Kam-wah	District Environmental Hygiene Superintendent (Yau Tsim)	Food and Environmental Hygiene Department
Mr LUK Kwok-po	Chief Estate Officer/Kowloon	Lands Department
Mr LAI Ka-yin	Deputy District Leisure Manager (Yau Tsim Mong)	Leisure and Cultural Services Department
Mr YEUNG Chuen-ching, Francis	Senior Environmental Protection Officer (Regional East) 1	Environmental Protection Department
Mr TSANG Man-shing	Police Community Relations Officer (Yau Tsim District)	Hong Kong Police Force
Ms CHAN Mei-shi	Task Force Sub-unit Commander (2) (Mong Kok District)	Hong Kong Police Force
Mr LEE Sai-lok	Station Sergeant (Mong Kok District)	Hong Kong Police Force

Ms LIU Suk-wa, Connie	Senior Executive Officer (District Management), Yau Tsim Mong District Office	Home Affairs Department
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In Attendance:

Mr WONG Kwok-bun, Christopher	Deputy Secretary for Food and Health (Food) 1	Food and Health Bureau
Mr FAN Yung-kai	Assistant Director (Operations) 2	Food and Environmental Hygiene Department
Mr CHOI Sio-veng, David	Principal Executive Officer (Staff Management and Discipline)	Food and Environmental Hygiene Department
Mr TANG Man-fung, Matthew	Government Transport Manager	Food and Environmental Hygiene Department
Mr CHAN Wai-tak	Senior Engineer/Kowloon District West	Transport Department
Mr KEUNG Pui-yun, Colin	Senior Environmental Protection Officer (Metro Assessment) 2	Environmental Protection Department
Mr YIP Chi-kwai, Tom	Senior Town Planner/Yau Tsim Mong	Planning Department
Mr LUK Tong-yiu	Senior Project Manager 335	Architectural Services Department
Ms HO Siu-ping, Betty, JP	District Officer (Yau Tsim Mong)	Home Affairs Department
Ms Clara PANG	Director	P&T Architects and Engineers Limited
Mr Jess YEUNG	Associate	P&T Architects and Engineers Limited
Mr Clifford CHOW	Associate Director	URS Hong Kong Limited
Mr Thomas WONG	Senior Environmental Engineer	URS Hong Kong Limited

Secretary

Miss FUNG Hoi-ha, Martha	Executive Officer (District Council) 3 Yau Tsim Mong District Office	Home Affairs Department
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Absent:

Mr CHOI Siu-fung, Benjamin	District Council Member
Mr Wong Man-sing, Barry, MH	District Council Member
Mr SHUM Chu-wah	Co-opted Member
Ms CHENG So-ngor	Co-opted Member
Mr JO Chun-wah	Co-opted Member
Mr MOK Yuk-kwong	Co-opted Member

Opening Remarks

The Chairman welcomed all to the meeting. He reported as follows:

- (i) Mr Mohammad Munir KHAN, Police Community Relations Officer (Yau Tsim) of the Hong Kong Police Force (“HKPF”), was absent due to other commitments. Mr TSANG Man-shing, Police Community

Relations Officer (Yau Tsim District) attended the meeting on behalf of him; and

- (ii) Mr Benjamin CHOI, District Council (“DC”) Member; and Ms CHENG So-ngor and Mr MOK Yuk-kwong, co-opted members, were absent due to other commitments.

(Mr Derek HUNG joined the meeting at 2:35 p.m.)

(Mr CHOW Chun-fai joined the meeting at 2:36 p.m.)

Item 1: Confirmation of Minutes of 9th FEHC Meeting

- 2. Minutes of the last meeting were confirmed as the Secretariat had not received any proposal of amendment since the distribution of the draft minutes of the 9th meeting.

(Mr CHAN Siu-tong and Ms WONG Shu-ming joined the meeting at 2:37 p.m.)

(Mr LAU Pak-kei joined the meeting at 2:38 p.m.)

**Item 2: Relocation of Sai Yee Street Environmental Hygiene Offices-cum-Vehicle Depot of Food and Environmental Hygiene Department (“FEHD”)
(YTMFEHC Paper No. 34/2013)**

- 3. The Chairman introduced the following representatives to join the discussion:

- (i) Mr Christopher WONG, Deputy Secretary for Food and Health (Food) 1 of the Food and Health Bureau (“FHB”);
- (ii) Mr FAN Yung-kai, Assistant Director (Operations) 2; Mr David CHOI, Principal Executive Officer (Staff Management and Discipline) and Mr Matthew TANG, Government Transport Manager, of the FEHD;
- (iii) Mr CHAN Wai-tak, Senior Engineer/Kowloon District West, of the Transport Department;
- (iv) Mr Colin KEUNG, Senior Environmental Protection Officer (Metro Assessment) 2 of the Environmental Protection Department (“EPD”);
- (v) Mr TOM Yip, Senior Town Planner/Yau Tsim Mong, of the Planning Department;
- (vi) Mr LUK Tong-yiu, Senior Project Manager 335 of the Architectural Services Department;
- (vii) Ms Betty Ho, District Officer (Yau Tsim Mong);
- (viii) Ms Clara Pang, Director, and Mr Jess YEUNG, Associate, of the P&T Architects and Engineers Limited;
- (ix) Mr Clifford CHOW, Associate Director, and Mr Thomas WONG, Senior Environmental Engineer, of the URS Hong Kong Limited.

(Mr Francis CHONG and Mr CHOI Vai-hung joined the meeting at 2:45 p.m.)

4. Mr Christopher WONG indicated that having regard to the opinions of the Yau Tsim Mong District Council and the results of previous district consultations, the FEHD had revised the relocation scheme of Sai Yee Street Vehicle Depot (“the relocation scheme”) to conduct an environmental assessment for the Yen Ming Road site and to amend the routes of FEHD vehicles.

5. Mr FAN Yung-kai and Mr Matthew TANG briefly introduced the paper.

(The Hon James TO joined the meeting at 2:50 p.m.)

(Ms KO Po-ling joined the meeting at 2:54 p.m.)

6. The Hon James TO indicated that the revised relocation scheme had seen some improvements. The Yen Ming Road site was located on a prime lot and should be reserved for other purposes to benefit the residents in the district. He hoped the FEHD would consider identifying another site and he proposed the section between Tat Yeung Road and Tat Mei Road in Kwai Chung as the new site. He considered that the vehicle depot could be located at a more remote area. It would be acceptable as long as the site was close to primary distributor roads to mitigate the impact of the movement of heavy vehicles on the residents nearby. Moreover, he proposed the FEHD to consider separately relocating the Environmental Hygiene Offices and vehicle depot so that the vehicle depot could be relocated to a more remote area.

(Mr CHAN Wai-keung left the meeting at 3:10 p.m.)

7. Ms KO Po-ling agreed that there was improvement on the route after amendment but she was concerned about the impact of the scheme on the schools near Yen Ming Road. She hoped that the FEHD could consider another site. Moreover, she asked the FEHD why refuse collection vehicles (“RCVs”) had to undergo washing again in the depot as they had already undergone washing in the refuse transfer station.

(Mr Chris IP joined the meeting at 3:13 p.m.)

8. Mr John WONG relayed residents’ worries about the proposed site at Yen Ming Road. He therefore suggested Members should make reference to the results of district consultations before stating their position on the relocation scheme. He would like to know the impact of the relocation scheme on the two schools near the proposed site and their stance on the scheme.

9. The Chairman said that at the present stage, Members did not need to vote on the item. After soliciting views from Members, the FEHD would amend the scheme and consult the Food and Environmental Hygiene Committee (“FEHC”) in due course.

10. Mr LAU Pak-kei requested the FEHD to undertake not to amend the proposed vehicle routes in future. He would like to know whether the FEHD would adjust the proposed vehicular traffic flow (with approximately 37 vehicles per hour during peak hours). In addition, he asked about the impact of the relocation scheme on major housing estates near Yen Ming Road and whether the FEHD would consult residents of housing estates on the scheme.

(Mr HAU Wing-cheong joined the meeting at 3:21 p.m.)

11. Mr CHOW Chun-fai opined that the FEHC should take the overall development of the Yau Tsim Mong District into consideration. He pointed out that the relocation could ease the traffic congestion of the area and release the site at Sai Yee Street for construction of facilities to benefit residents in the district.

12. Mr CHUNG Kong-mo would like to know whether the proposed vehicle routes would pass by Hoi Fang Road. He also asked about the operation mode, office hours and types of vehicles allowed on the new Offices-cum-Vehicle Depot in future. In addition, he was concerned about the hygienic condition of vehicles entering or leaving the depot. He asked whether such vehicles were equipped with adequate deodorising and cleaning equipment. Moreover, he asked the FEHD to examine whether there were other more suitable sites, and would like to know whether a comprehensive and in-depth district consultation had been conducted on the scheme.

13. Mr HAU Wing-cheong said that the proposed vehicle routes did not pass through residential areas and this was a significant improvement. He understood that the relocation scheme would affect the residential areas and schools near the proposed site. However, in the light of the overall development of the district, he opined that the scheme was still worthy of support.

14. Mr WONG Kin-san said that according to the timetable of the scheme, the demolition of the Environmental Hygiene Offices-cum-Vehicle Depot at Sai Yee Street would only be completed in 2018. He opined that the FEHD should expedite the relocation scheme and take forward short-term proposals to alleviate environmental hygiene problems in the area caused by the existing depot at Sai Yee Street. Moreover, he asked whether the FEHD had any back-up sites and hoped that the department would solicit views from residents at Sai Yee Street when conducting district consultations.

15. Mr HUI Tak-leung hoped that the FEHD could respond whether the site at Yen Ming Road was the only suitable site. If there were no other options, he opined that the FEHD should strive to overcome the inadequacies of the existing scheme so as to gain public support.

16. Mr Chris IP said that the two schools near Yen Ming Road were concerned about the large number of FEHD heavy vehicles entering or leaving the depot as they might further overload the traffic in the vicinity and thereby pose a threat to student safety. He also asked whether the FEHD would improve the traffic arrangement near Nam Cheong MTR Station and hoped to obtain concrete data of the district consultations.

17. Ms WONG Shu-ming requested the FEHD to specify the timetable for the relocation scheme and asked the department to examine the proposal of relocating the offices and depot to separate sites.

18. Mr Christopher WONG responded that no other sites that were more appropriate than the site at Yen Ming Road could be identified so far. If Members

had any suggestions of alternative sites, they could notify the FEHD for examination. He added that the relocation scheme had to go through such procedures as district consultations and DC consultations. According to the timetable of the FEHD, the Offices-cum-Vehicle Depot at Sai Yee Street would be relocated in 2017 and the site could be released for other uses in 2018.

19. Mr FAN Yung-kai responded as follows:

- (i) RCVs of the FEHD were fitted with rear covers and installed with automatic deodorising and cleaning spray systems. There was also a waste water sump tank installed at the bottom of the cargo compartment.
- (ii) The new vehicle depot would be primarily in operation from 6:30 a.m. to 11 p.m. Vehicles would only be mobilised to handle unexpected situations outside the period and the mobilisation rate was as low as one to two vehicles per night.
- (iii) After unloading refuse at the refuse transfer station, RCVs would undergo the first washing. After returning to the depot, they would undergo the second washing to ensure a hygienic condition when they were mobilised the next day.
- (iv) No further changes would be made to the route currently proposed.
- (v) The FEHD had held meetings with the schools concerned to listen to their views on the relocation scheme and explain to them the details of the scheme, such as the time of entry and exit of vehicles and the vehicular flow etc. The schools requested the department to improve crossing facilities for students, e.g. by constructing pedestrian subways or footbridges to protect the safety of students. The FEHD would relay the requests of schools to relevant departments for consideration. The department would also meet with residents near the site to heed their views on the relocation scheme.
- (vi) If the offices and the vehicle depot were relocated separately, another site had to be identified. This option was difficult to implement due to the tight supply of land resources at present.

20. Mr Matthew TANG responded that the estimated number of vehicles entering or leaving the new vehicle depot was around 320 per day, with approximately 37 per hour during the peak hours at 6:30 a.m. to 7:30 a.m. He further said that RCVs and street washing vehicles would leave the depot before 7:15 a.m. and general purpose vehicles (goods vehicles, vans and light buses) would leave before 7:30 a.m. while schools near the selected site started at 8:15 a.m. to 8:20 a.m. Therefore, vehicles leaving in the morning would not have any impact on the daily operation of schools nearby. Moreover, only a few vehicles would return to the depot during daytime and thus the vehicles of the FEHD would have little impact on the schools and residents near the selected site.

21. Mr Thomas WONG added that the environmental impact assessment (“EIA”) report of the relocation scheme was prepared according to the Environment Impact Assessment Study Brief and the technical memorandum of the EPD. The EIA on the area within 300 metres of the selected site mainly focussed on the noise impact, while that on the area within 500 meters of the selected site mainly focussed on the air

quality (including suspended particulates and odour impact). The findings of the EIA indicated that the impact of the vehicle depot on the environment nearby would be minimal and met the statutory requirement. The EPD also opined that the EIA report complied with the technical requirement. He further said that the EIA report had been made available on 17 September 2013 for public inspection. Members of the public could access the EIA report from the webpage of Environmental Impact Assessment Ordinance of the EPD or at the seven designated locations (including the office of the EPD at Southorn Centre and the office of the Transport Section of the FEHD at Sai Yee Street). The FEHD welcomed the public to make written submissions on the EIA report.

22. Mr Christopher WONG replied that according to the outcome of the district consultation conducted earlier by the FEHD, some members of the public had reservation on the relocation scheme and the department had revised the scheme in response to public views.

23. Mr FAN Yung-kai added that the FEHD had conducted a district consultation at the end of 2012 and received 2 000 replies in which most of them were in opposition to the relocation scheme. Making reference to public views, the FEHD had revised the routes of vehicles and conducted environmental assessment on problems such as noise impact and sewage.

24. Mr LAU Pak-kei was dissatisfied that the FEHD failed to provide detailed data of the EIA. He opined that the FEHD should conduct another round of district consultation after the next revision of the relocation scheme and provide the consultation outcome to the FEHC for perusal.

25. Mr Chris IP was worried that the relocation scheme could not gain support from residents living in the vicinity of the selected site. He hoped that the FEHD could consider an alternative site.

26. Ms KO Po-ling enquired the FEHD about the approach and targets of the district consultation conducted earlier. She considered that the FEHD should enhance promotion and elaboration in the present round of district consultation and listen to public views seriously.

27. The Hon James TO requested the FEHD again to consider relocating the vehicle depot to the section between Tat Yeung Road and Tat Mei Road in Kwai Chung.

28. Mr Christopher WONG reiterated that Yen Ming Road was the most suitable site at the moment. If Members had other proposals for the site, the FEHD would study the feasibility. He continued to say that District Officer (Yau Tsim Mong) would assist the FEHD to conduct district consultations about the revised scheme and the FEHD would report the consultation outcome at the next meeting.

29. Ms LAM Wai-lung considered that DC members were more familiar with the local situation and their proposals for the site would facilitate the implementation of the relocation scheme.

30. Mr John WONG said the FEHD should make sure that residents and schools near the site had the basic right to know about the scope of EIA while conducting district consultations.

31. Mr LAU Pak-kei considered that the EIA report failed to give a precise account of the assessment. He requested the FEHD to state clearly the environmental impact of the relocation scheme on the vicinity. He also requested the FEHD to provide EIA data, especially the environmental impact brought about by the relocation of vehicle depot at Yen Ming Road, on Harbour Green, West Kowloon Disciplined Services Quarters and Metro Harbour View which were farther away from the site. He also hoped the FEHD would include the 14 locations listed in the existing EIA report in the coming round of district consultation.

32. Mr HAU Wing-cheong hoped the FEHD could continue to solicit public support and speed up the implementation of the project.

33. Mr Derek HUNG requested the FEHD to study the feasibility of other sites. He hoped Members could understand that the FEHD might not be able to do a comprehensive assessment within a short period of time as it had to consider various factors in the study of alternative sites.

34. The Chairman indicated that if there were new sites available for consideration, the FEHD should be informed of the possibility of accommodating both the offices and vehicle depot. If the FEHC agreed to consider the new sites, the FEHD should conduct a detailed assessment of the transport facilities, environmental impact and other factors of the new sites.

35. Ms KWAN Sau-ling said that the FEHC could continue with discussion of the relocation scheme and indicate its stance only after making reference to the EIA report and the outcome of district consultations to be conducted. Moreover, she hoped the FEHD could listen to the views of users of the two schools and West Kowloon Disciplined Services Quarters on the relocation scheme.

36. Mr Christopher WONG responded that the FHB would provide detailed data of the EIA in writing and explain details of the district consultation to the FEHC in due course.

(Post-meeting note: The FHB had submitted the supplementary information of the EIA figures (Annex 1) on 27 September 2013. The Secretariat had sent the information to Members for perusal on 30 September 2013.)

37. There being no further comments, the Chairman closed the discussion on this item.

Item 3: To Urge Departments to Follow Up on Construction Waste Problems in Tai Kok Tsui
(YTMFEHC Paper No. 35/2013)

Item 4: Local Community Affected by Growing Problem of Illegal Dumping of Construction Waste
(YTMFEHC Paper No. 36/2013)

38. The Chairman said that as items 3 and 4 were both related to construction waste, he proposed that the two be discussed together. There was no objection.

39. The Chairman indicated that the four written responses concerning the two items (Annexes 2 to 5) of the FEHD, EPD and Highways Department had been faxed to Members for perusal before the meeting. He then welcomed Mr LI Ka-kei, District Environmental Hygiene Superintendent (Mong Kok) and Mr WONG Kam-wah, District Environmental Hygiene Superintendent (Yau Tsim) of the FEHD, and Mr Francis YEUNG, Senior Environmental Protection Officer (Regional East) 1 of the EPD to join the discussion.

40. Mr LAU Pak-kei said that there was serious problem of illegal dumping of construction waste in Tai Kok Tsui, especially in the vicinity of Lok Kwan Street and Wai On Street. He urged the EPD to continue to monitor the problem and strengthen enforcement actions on various fronts.

41. Mr John WONG reflected that the constant dumping of construction waste in quite a number of places in the district (such as rear lanes and Beech Street Sitting-out area etc.) was a matter of concern to residents in the vicinity. He hoped that the relevant departments would act proactively to address the issue.

42. Ms WONG Shu-ming indicated that as many works relating to Operation Building Bright were underway in the district, some unscrupulous contractors might dispose of construction waste on streets. She appreciated the FEHD's continuous effort to tackle the problem of illegal dumping of construction waste in the district. On the other hand, she opined that the EPD had not properly performed its duty as a law enforcing department and was also doubtful about the effectiveness of ambush operations conducted by the EPD. She pointed out that there were two black spots within the district: the rear lane of Ying May Building opposite to Mong Kok Fire Station at Tong Mi Road, and the rubbish bin outside MOD595 at Reclamation Street. She hoped that the relevant departments could seriously follow up the matter.

43. Mr LI Ka-kei said that the FEHD had always kept an eye on the situation of illegal dumping of construction waste. However, as the FEHD was primarily responsible for street cleansing and household waste collection, there were no additional resources to handle the construction waste problem. He said that the FEHD would deploy staff to take follow-up action and enhance prosecution against offenders regarding the two black spots.

44. Mr Francis YEUNG responded that the EPD was very concerned about the problem regarding illegal dumping of construction waste. It carried out ambush operations from time to time and initiated prosecutions against people who illegally dumped construction waste. The EPD would deploy staff to inspect the black spots mentioned by Councillors and to step up enforcement actions. He continued that the rear lane mentioned by Mr John WONG was located on private premises. The EPD had advised the owners concerned to manage the rear lane and take appropriate

improvement measures. He also said that there were maintenance works taking place in old buildings from time to time in the district. The EPD staff would distribute promotional leaflets during their routine inspections to remind contractors to handle construction waste properly.

45. Mr CHAN Siu-tong said that illegal dumping of construction waste was rampant in the district notwithstanding the Government's publicity efforts in the proper handling of construction waste. In this connection, he enquired the relevant departments about the number of prosecutions instituted in respect of illegal dumping of construction waste.

46. Mr HUI Tak-leung indicated that illegal dumping construction waste was a long-standing problem in the district. For example, in the vicinity of Ferry Street and Soy Street, there was always construction waste piling up on streets for a prolonged period of time. He held that when enforcement actions taken were in vain, the relevant government departments should consider amending the law to eradicate such irregularities.

47. Mr HAU Wing-cheong said that the problem of illegal dumping of construction waste in the district often originated from the works carried out in sub-divided units of old buildings, such as Tai Kok Tsui Building and Hoi Hong Building etc. It was difficult to root out the problem. It was also not easy for government departments to institute prosecutions against offenders.

48. Mr John WONG hoped that Members could proactively propose methods to resolve the problem. He also appreciated the FEHD's endeavour to tackle the problem.

49. Ms KWAN Sau-ling said that the FEHD deserved credit for attaching great importance to the problem and taking prompt action. She opined that the EPD should consider stepping up warnings against or imposing heavier fines on offenders. In addition, it should introduce a demerit point system and tighten up conditions for licence renewal so as to create a deterrent effect on minor works contractors. Besides, she suggested the EPD encourage members of the public to report cases relating to illegal dumping of construction waste.

50. Ms WONG Shu-ming was dissatisfied with the EPD's reply. She had doubt about the effectiveness of the EPD's enforcement actions as only 15 fixed penalty notices against the problem were issued in the previous year. She opined that the EPD should strengthen ambush actions and establish hotlines for the public to report cases and lodge complaints.

51. The Hon James TO said that with the current manpower, organisational structure and operation mode, it was difficult for the EPD to handle the problem of illegal dumping of construction waste effectively. He opined that the only solution to the problem was organisational restructuring. He proposed writing to the Office of The Ombudsman in the name of the FEHC to request the Ombudsman to proactively follow up the problem of illegal dumping of construction waste in the district.

52. Mr Francis YEUNG reiterated that the EPD was very concerned about the problem and conducted targeted ambush operations from time to time but the effectiveness of operations was unpredictable. He said that the level of penalty was determined by the court. It could be seen from recent cases that the penalty for illegal dumping of construction waste was relatively heavy. It was believed that this could achieve some deterrent effects. He said that the EPD would follow up the situation of black spots in the district. Illegal dumping of construction waste in the district usually took place at night. If members of the public wanted to report or complain about the issue concerned, they could contact the government hotline at 1823 or seek immediate assistance from the Police.

(Post-meeting note: The EPD hotline operated from 8:30 a.m. to 6:30 p.m., Mondays to Fridays. Voice mail service was provided during non-office hours.)

53. Mr LI Ka-kei suggested that the EPD take the initiative to promote the proper handling of construction waste to contractors conducting works and obtain their personal information. The information concerned might be helpful in the department's future investigation and prosecution.

54. Ms WONG Shu-ming opined that reporting non-compliant cases through the 1823 government hotline was inefficient and ineffective. She pointed out that the Police was not the department responsible for handling illegal dumping of construction waste and hoped the EPD could address the situation in the district squarely and follow up the problem proactively.

55. Mr CHAN Siu-tong pointed out that the Operation Building Bright scheme usually involved large-scale maintenance works where illegal dumping of construction waste was less common. Private maintenance works in commercial shops and domestic households were black spots and thus the department concerned should put the focus on those premises. He also mentioned the consultation about waste charging and worried that the waste charging problem would be as difficult to tackle as the illegal dumping of construction waste.

56. Mr HAU Wing-cheong reiterated that in most cases the problem of illegal dumping of construction waste was caused by works of subdivided flats and hoped the department concerned could take prosecution action to address the situation.

57. Mr CHUNG Kong-mo said that it was not appropriate for the EPD to request the public to contact the 1823 government hotline or seek help from the Police. As a law enforcing department, it should carry out prosecution work proactively. He suggested the EPD work closely with the Buildings Department and request works companies to provide the details of contractors and the ways they handled construction waste. He opined that the authorities should not issue and renew licence for contractors which had disposed of construction waste illegally to achieve deterrent effects.

58. The Chairman hoped the department could respond to the aspiration of Members and continue to alleviate the problem of illegal dumping of construction waste in the Yau Tsim Mong District.

59. There being no further comments, the Chairman closed the discussion on this item.

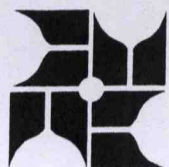
Item 5: Any Other Business

60. Mr Derek HUNG reflected that the problem of display of non-commercial banners was serious in the district. For example, those banners could often be found in Canton Road and Haiphong Road in Tsim Sha Tsui in the evening. He urged the FEHD to step up enforcement to combat this situation.

61. Mr WONG Kam-wah responded that the FEHD would step up patrol at the locations concerned to improve the situation.

62. There being no other business, the Chairman closed the meeting at 5:00 p.m. The next meeting would be held at 2:30 p.m. on 28 November 2013.

Yau Tsim Mong District Council Secretariat
October 2013



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

Annex 1

附件一

檔號 : () in HAD YTMDC13-30/1/1 Pt. 38
電話 : 2399 2154
傳真 : 2722 7696

油尖旺區議會食物及環境衛生委員會各位委員：

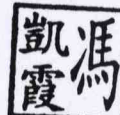
食物及環境衛生委員會第十次會議
補充資料文件

第十次食物及環境衛生委員會已於 2013 年 9 月 26 日舉行。就議程二「食物環境衛生署洗衣街環境衛生辦事處暨車房重置計劃」，食物及衛生局交來補充資料。

隨函夾附有關文件，以供參閱。

油尖旺區議會
食物及環境衛生委員會秘書

馮凱霞



連附件

2013 年 9 月 30 日



中華人民共和國香港特別行政區政府總部食物及衛生局
Food and Health Bureau, Government Secretariat
The Government of the Hong Kong Special Administrative Region
The People's Republic of China

本函檔號：TC/L/M to FHB/F/7/19

傳真：2136 3282

九龍旺角
聯運街 30 號
旺角政府合署地下、1 樓、4 樓及 6 樓
民政事務總署
油尖旺區議會秘書處
(經辦人：馮凱霞女士)
[傳真：2722 7696]

馮女士：

油尖旺區議會食物及環境衛生委員會第十次會議
2013 年 9 月 26 日 (星期四)

食物環境衛生署洗衣街環境衛生辦事處暨車房重置計劃

在上述會議上，有委員查詢有關重置計劃對環境所可能造成的影響的具體數據。本局現附夾相關的環境影響評估行政摘要(相關的數據可見於摘要的第 3 部分)，供各委員參閱。環境影響評估報告亦可於環境保護署的網站下載(<http://www.epd.gov.hk/eia>)。

食物及衛生局局長

(陳穎詩



代行)

2013 年 9 月 27 日

副本送：

食物環境衛生署署長 (經辦人：樊容佳先生)
[傳真：2530 1368]

環境保護署署長 (經辦人：姜培潤先生)
[傳真：2591 0558]

URS

在西九龍填海區欽明路
重置食物環境衛生署
洗衣街環境衛生辦事處暨車房

環境影響評估

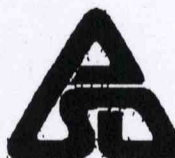
行政摘要

2013 年 6 月

香港特別行政區政府
食物環境衛生署



香港特別行政區政府
建築署



URS Hong Kong Ltd.

在西九龍填海區欽明路
重置食物環境衛生署
洗衣街環境衛生辦事處暨車房

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圖 2-1 位置圖

1. 引言

- 1.1.1 因現時位於旺角的食物環境衛生署（以下簡稱「食環署」）洗衣街車房所在地段須在2017年3月前歸還予地政總署，現有車房將會被拆卸。為確保食環署在西九龍分區，包括深水埗區及油尖旺區有潔淨、衛生、正常及安全的運作，維持原洗衣街車房的車輛維修及保養、並建造新車房的清洗設施極為重要，食環署需覓地重置現時在洗衣街車房的設施。
- 1.1.2 本工程项目將在西九龍欽明路建造和營運食環署新辦公大樓暨車房（以下簡稱「大樓」），以重置現時位於洗衣街的車房設施，清洗、維護和停泊食環署區內屬下的車輛。

2. 工程項目說明

2.1 項目選址

2.1.1 本工程项目選址位於西九龍欽明路，在西南九龍分區計劃大綱編號 S/K20/28 內規劃為「政府、機構或社區設施」用地，附近有商業、住宅及機構用途。此工地為填海地，位置如圖 2-1 所示，總面積約 8,278 平方米，前身為土木工程拓展署防治山泥傾瀉工程合約的工地辦事處和相關物料儲存地（現已歸還）。

2.1.2 此項目為一座五層高的大樓，提供車輛清洗和維修設施、車輛停泊處及辦公室。地下至二樓放置車輛維護及清洗設施，以維修、清洗和停泊食環署西九龍分區屬下的車輛。高層為辦公室及儲存倉，並設計成提供固定景觀的綠化天台。

2.2 環評範圍

2.2.1 根據《環境影響評估條例》（以下簡稱「條例」），本工程项目為附表 2 第 1 部的指定工程项目內之項目 A.6 - 「運輸車廠的位置距離一個現有的或計劃中的住宅區或教育機構的最近界線少於 200 米」，必須進行環境評估，並在施工前獲得環境許可証。根據條例第 5（1），工程项目倡議人在 2012 年 4 月 17 日提交工程项目簡介（PP-463/2012 號）申請環評研究概要。環境保護署（以下簡稱「環保署」）在 2012 年 5 月 25 日發出環評研究概要（編號 ESB-245/2012）以進行此項目的環境影響評估研究。

2.2.2 本環評報告乃根據上述環評研究概要（ESB-245/2012）進行研究，目的是評估建造及營運本項目及同時進行的相關工程時，所產生的潛在環境影響的性質和程度。

2.3 項目方案篩選

發展項目設計

2.3.1 為了優化設施的營運及環境效益，本項目設計如下：

- 大樓設計：為使對環境的潛在影響減至最低，特別在噪音和空氣質素方面，經考慮不同的建築形式後，車輛維修和清洗處採用非開放式設計，並設在最底層以上層作覆蓋。
- 建築佈局：為了平衡運作要求和環境因素，在考慮不同的建築佈局後，決定以密閉方式處理對環境有潛在影響或滋擾的工序，包括以儲存倉包圍車輛維修間和工場作噪音屏障及以實牆隔離手動洗車處所引致的潛在滋擾。項目亦以固定的綠化設計以提昇視覺效果。
- 通風系統：根據各車間和房間之用途，設計相應及合適的通風系統。例如停車場運用自然通風的設計減少使用機械通風系統，從而減低潛在的固定裝置噪音。對於進行可能產生滋擾的工序之車間，如車輛維修和洗車處，則會配備足

夠的強制通風設備，配以相應的噪音消滅設計或措施。

- 排氣處理：場內抽風會先經合適處理才排放。經考慮不同的處理方法後，設計採用脫除效率經驗證的合適方法（如活性碳過濾器、生物氧化器）。排放口的位置和方向會特別設計，以確保足夠的擴散的同時，亦不會直接影響附近的敏感受體。

施工方法

2.3.2 由於本項目上層建築只涉及一般建築階段和傳統機電工程，因此，施工方法的選擇與考慮都集中於地基工程方面的設計。依據項目擬建工地的土地條件，兩種地基工程種類被納入考慮方案，包括壓入式工字樁（撞擊式）和鑽進式樁基（非撞擊式），其具體描述如下：

- 壓入式工字樁是一種撞擊式打樁方法，它所提供的承載量普遍適用於低層建築物，並使樁基佈置具有更高靈活性，賦予更高的負荷或容量。同時，此方法只產生極少量廢物，需要較少的輔助設施（如沉澱池、溜漿機），施工時間亦較短，因而在施工階段產生的潛在環境影響，如建築塵埃、噪音、場地排水和建築廢物等，也相應減少。這是一種相對上最有經濟效益的打樁方法。
- 鑽進式樁是一種非撞擊式打樁方法，它所提供的承載量普遍適用於中或高層建築物，可有效控制樁基的質量。然而，相對於其它樁基類型，施工時間較長（尤其是使用於岩石中）。同時，它需要到達深層基岩，且需要很長的端承樁達到岩石。因此，此方法相比於撞擊式工字樁更昂貴。

2.3.3 儘管鑽進式樁基工程在施工時產生更少的噪音與振動，但相比壓入式工字樁，鑽進式樁相對上需要較大開挖量，施工所需要的時間亦相對較長，在本工程上使用並不合乎經濟效益。因此，本工程施工將選用壓入式工字樁。

2.4 首選方案

2.4.1 基於上述考慮，本項目在設計階段得出下列的首選方案，並依此設計編寫本環評報告：

- 優化的建築設計、建築佈局、通風與排氣裝置設計；及
- 使用撞擊式工字樁以優化施工方法。

2.4.2 首選方案是在比較其可行性以及不同備選方案對環境的利害因素而得出，同時亦基於其相較於其他方案減少工程對環境的影響及優化整體環境效益之可接受性的原則而選擇。

2.5 施工時間表

2.5.1 建造工程計劃於 2014 年底開始，並於 2016 年底至 2017 年首竣工，屆時將進行設備調動與安裝。新建成的大樓將轉交食環署營運。

2.6 環境效益

- 2.6.1 為歸還現時食環署的洗衣街車房所在地段予地政總署，此項目需在新地點重置車房。據悉該洗衣街地段將重建成上蓋為商業發展的公共交通交匯處，及提供公共開放空間和保存現存已屆成熟樹齡的樹木。
- 2.6.2 故此，現時的高交通流量和交通擠塞的情況能因交通重組而得以舒緩，從而減低此區因車輛排放的空氣質素影響。
- 2.6.3 同時，如上所述，發展公共空間能增強景觀區域，從而有利於該區的景觀及視覺質素。
- 2.6.4 另外，現時的车房已建成並營運了一段很長的時間，由於空間上及技術上的限制，只能使用有限的環境措施，這可能導致周邊產生一定的環境關注（如維修車輛時的噪音及氣味）。隨著搬遷現有車房，將完全消除對洗衣街及鄰近區域的環境滋擾。同時，因為透過設計和納入適當環境保護措施，例如，在有氣味的區域（如洗車區和維修工場）提供足夠的負壓通風、在排氣前安裝除味裝置，以及考慮排氣口的位置和角度，減低環境影響。故此，在舊址的潛在環保滋擾並不會轉移至本項目的新地點。
- 2.6.5 此外，相對於作為工地辦事處及物料儲存地，新車房在設計上使用大範圍的綠化措施（行人路、屋頂及外牆），有利於此區的景觀及視覺質素，提高生活質素。

2.7 公眾關注

- 2.7.1 在項目的規劃和發展過程中，已向地區公眾作出溝通和聯絡。並透過舉辦會議／論壇諮詢當區居民，鼓勵他們表達意見和關切。
- 2.7.2 在居民提出的不同關注中，環境問題也是他們關心的一環，如：發出氣味的工序、汽車的尾氣、以及車隊出入的路線安排。
- 2.7.3 項目小組收到居民的關注之後，已研究各種改進和優化設計的方案，以解決及回應他們的憂慮，例如：提供去除氣味的設備和通風系統、重新考慮車隊路線，盡量遠離民居，以減少對該區的潛在滋擾。
- 2.7.4 有關環境滋擾的分析及評估已充分地在本評估報告的章節作詳述，以回應公眾的關注。

3. 環境影響評估的主要結果

3.1 空氣質素影響

施工階段

- 3.1.1 本項目的地盤平整工程將不會涉及大量的土木工程，預料僅有小規模的開挖工作，以建造用以支撐夾心屋頂的混凝土地基，以及地下排水及配管工程。鑒於工程只產生極小量的建築及拆卸物料，於運輸過程期間因塵埃揚起而引致影響的機會較低。
- 3.1.2 因實施了《空氣污染管制（建造工程塵埃）規例》中規定的塵埃抑制措施，預期不會因建造工程塵埃而引起不利影響。

營運階段

- 3.1.3 潛在的空氣污染排放源來自場內行駛和開動時引擎空轉的車輛。而來自周邊道路車輛排放也是本項目的空氣污染主要源頭。透過空氣模擬評估了項目 500 米範圍內的道路汽車廢氣中的主要污染物，包括二氧化氮（NO₂）和可吸入懸浮粒子（RSP）的濃度。
- 3.1.4 評估使用 EMFAC-HK 得出最高氮氧化物（NO_x）排放的年份，即為最差情況的 2017 年。1 小時、24 小時及年平均值的 NO₂ 濃度分別為每立方米 137.98、92.65 及 77.68 微克；而其 24 小時及年 RSP 濃度分別為每立方米 57.27 和 53.29 微克，均符合空氣質素指標。
- 3.1.5 對本項目營運所進行的氣味分析顯示，潛在氣味排放及其在場內的散佈將僅局限於車輛清洗間。透過安裝合適的機械通風除臭系統和提供合適的保養，並在項目與其周遭空氣敏感受體之間提供足夠的緩衝距離作稀釋將可有效解決氣味的問題。
- 3.1.6 因維修與停泊所引致的車輛排放有限，預期不會造成對空氣質素的不利影響。同時，透過實施上述工程設計，預期營運中潛在的氣味影響並不顯著。

3.2 噪音影響

施工階段

- 3.2.1 根據《管制建築工程噪音（撞擊式打樁除外）技術備忘錄》，對施工活動中使用的主要建築噪音源，即電動機械設備所造成的潛在噪音污染進行了評估。在沒有實施緩解措施的情況下，預測累積噪音敏感受體的建築噪音水平介乎 58 至 72 分貝(A)之間，表示因工程導致的施工噪音於日間工作時段內會於 3 個噪音敏感受體超標。透過落實緩解措施，包括使用較安靜的機動設備、臨時隔音屏障、噪音罩及消音器，並限制同時施工的設備數量，噪音敏感受體的噪音水平預計為 55 至 65 分貝(A)。因此，預期不會產生因施工噪音引致的不利影響。
- 3.2.2 另外，亦建議在實際施工前落實施工的工序及時間表，並在需要時考慮運用適當的噪音

援減措施，以減少施工帶來的噪音滋擾。其中，承建商需要在施工時與附近教育機構作緊密的聯繫，尤其在考試期間作相應的特別安排。

營運階段

3.2.3 營運本項目的潛在噪音源為場內的固定裝置噪音源與場外的交通噪音。

3.2.4 根據噪音管制條例中《管制非住用處所、非公眾地方或非建築地盤噪音技術備忘錄》，評估項目中已識別的固定裝置噪音源包括（i）車房內的車輛維修活動；及（ii）機械通風和空調系統。透過規定車間內每台設備必須符合 90 分貝(A)的最高允許噪聲水平及量度維修車輛活動的噪音水平，結果顯示在已識別的噪音敏感受體處，日間車房內車輛維修活動所產生的最高允許噪聲水平為 46.6 至 58.2 分貝(A)，而夜間則為 43.7 至 54.9 分貝(A)，均符合噪音標準。經實施為車間的車輛維修及機械通風系統所建議的緩解措施後，預期固定裝置不會在營運期間對噪音敏感受體有影響。

3.2.5 短期及長期的場外交通噪音的影響分別以項目的首年營運，即 2017 年，以及第十五年營，即 2032 年，為評估年份。由於就本項目營運時對周邊道路網絡所新增的汽車流量屬輕微，其對所有敏感受體所增加的汽車噪音亦不足 1.0 分貝(A)。

3.2.6 另外，由於本項目坐落於主要幹道與及常區一些道路噪音敏感受體之間，本項目更可作為噪音屏障，為此地方帶來最高 1.7 分貝(A)的噪音消減效果。

3.3 水質及污水影響

施工階段

3.3.1 已識別的潛在水污染源為工地徑流、生活污水和化學品洩漏的潛在風險。建議實施或執行的緩解措施包括必須根據環保署文件供專業人士參考的守則環 1/94 號（建築工地排水），提供與管理可移動式廁所，以及制訂預防化學品洩漏事故的對策，以緩解任何對水質的不利影響。預期實施以上措施後不會有剩餘影響。

營運階段

3.3.2 在本項目的營運階段將會有污水排放與處理設施，污水主要來自車房與辦公室內的廁所與淋浴設施，洗車間與維修區亦可能產生潛在受污染的徑流。項目會使用備有簡單過濾和消毒功能的自動車輛清洗機作清洗水回用。透過實施根據環境影響評估所建議之緩解措施，預期沒有不利的水質影響。

3.4 廢物管理影響及土地污染

施工階段

3.4.1 施工階段的主要廢物來源為建築和拆卸物料、廢棄的化學品和生活垃圾。建議在設計階段規劃出廢物減量措施，採用撞擊式工字樁以避免開挖土壤和海洋沉積物。預計可再用

為本工地或其他工地填料的建築和拆卸物料約有 40,800 立方米。在地下結構工程的開挖工作完成後，至少三分之一的開挖土壤可以通過現場篩選再利用為回填物料，以達到廢物減量。

3.4.2 在實施建議的廢物管理措施後，本項目施工階段時處理、貯存、運輸和處置廢棄物或化學品的過程將不會引起不可接受的環境影響。

3.4.3 在施工階段，預期不會產生土地污染。

營運階段

3.4.4 本項目在營運階段中的主要廢物來源為車輛維修與保養活動所產生的化學廢物和生活垃圾。預期可採取適當措施以確保適當處置此類廢物，不會造成明顯的廢物影響。

3.4.5 鑑於本項目將提供適當的場址鋪設，以及採取建議的預防措施，預料可以避免土地污染。

3.5 景觀及視覺影響

施工階段

3.5.1 對項目工地範圍內所種植的 16 棵樹木進行了樹木調查，建議砍掉其中 15 棵將受工程影響樹木。這 15 棵樹木均屬於外來入侵物種銀合歡 (*Leucaena leucocephala*)，與擬議停車場部分車位及連接車房行車的通道有直接衝突。基於本項目覆蓋範圍有限，這 15 棵樹木需要被砍掉。除了空置植被 (LR 5-3) 和戶外空地範圍 (LCA 4)，此建議不會因工程而對其他景觀資源和景觀特色區造成明顯影響。

3.5.2 欽州街西的道路使用者 (VSR T02) 和欽明路的道路使用者 (VSR T03)，以及副食品及魚類批發市場的使用者 (VSR P02) 均靠近本項目工地，因此有機會瞥見整個項目工地，各類建築活動有可能會為這些視覺敏感受體帶來一定的視覺影響。然而，由於這些視覺敏感受體的使用者大多屬短暫使用性質，所以本項目施工工程為 VSR T02、VSR T03 和 VSR P02 的使用者所帶來的影響程度輕微。總括而言，基於低敏感度和變化幅度小，工程期間的視覺影響預料為輕微。

3.5.3 實施所有緩解措施後，例如在項目工程施工期間對施工活動的管制或對受影響景觀實施臨時處理措施，一些對景觀造成的影響或不能避免，但沒有不利的視覺影響。

營運階段

3.5.4 為了補償在施工期間所失去的樹木，本項目將實施景觀設計緩解措施，包括在項目施工工程竣工前，在地面及三樓種植 27 棵樹木作補償。此外，亦會於地面行人區種植覆蓋達 630 平方米的灌木和樹木，並在綠化屋頂內種植覆蓋達 1,400 平方米的灌木和樹木。

3.5.5 緊接在施工工程竣工後，透過實施建議的緩解景觀措施作營運時的遮隔，並降低建築物

對周遭景觀的影響，進一步縮窄因項目所帶來的變化幅度。在項目營運的第十年，所種植的樹木和灌木已經成熟，可再進一步遮隔周遭視覺敏感體的視線。在項目營運階段更會提供地面種植、垂直綠化和綠化屋頂等。在採取緩解措施後，在項目運營的第十年，預計剩餘的景觀及視覺影響微乎其微。

- 3.5.6 在本項目進行前，原來的擬建工地範圍內雜草叢生，環境並不理想。本項目所附設的景觀設計措施，如在地面行人區進行地面種植、垂直綠化和綠化屋頂，顯著提升本項目工程範圍的景觀特色和視覺品質。本項目所造成的景觀及視覺影響已完全遵守環境影響評估條例技術備忘錄附件 10 的建議去作出調整和改善，因此，本項目給予有利的景觀和視覺影響。

4. 環境監察與審核

- 4.1.1 根據各環境基數、方案和方法所進行的評估，本項目會進行環境監察與審核以評估本項目的環境表現、各相關法定準則的達標性以及切實執行的情況。環境監察與審核計劃將為本項目在施工和營運時提供具系統性的程序，以監察、審核和盡量減少對環境的影響。
- 4.1.2 評估要求在施工階段通過實地調查與巡視對各環境因素作定期審核，並且對噪音參數 $L_{eq-30min}$ 及對機械通風除臭系統之處理效能於營運首年進行監察。

5. 總結

- 5.1.1 本項目的環境影響評估是按照環境評估研究概要所編寫，並對工程在施工及營運期間可能造成的潛在環境影響進行評估。在施工及營運階段，並在必需和合適的情況下，實施建議的環境緩解措施及環境監察與審核計劃，預期對環境沒有不利的剩餘影響。

圖 2-1

位置圖

LEGEND: BBS

NATIONAL ASSOCIATION OF
 PUBLIC HEALTH ADMINISTRATORS
 1000 K STREET, N.W.
 WASHINGTON, D.C. 20004

SHANG CHENG ESTATE
商昌棧

NAN CHENG PARK
南昌公園

WEST KEMRON HIGHWAY 西九龍公路

YEN CHAI 源才

YUEN FAT BUILDING 源發大廈

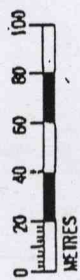
YEN MING ROAD 銀明路


KOWLOON TSUI SUBSTATION 九龍德輔道中

SIR ELLIS KATHERIE SECONDARY SCHOOL (WEST KOWLOON)
官立嘉道理爵士中學

TAI KOK TSUI CATHOLIC PRIMARY
SCHOOL (HOT FAN ROAD)
大角咀天主教小學

CHENG SHIA WOH
WHOLESALE FISH MARKET
長沙灣魚類批發市場





P&T
Architects and Engineers Ltd.
巴馬丹拿建築師及工程師有限公司

ARCHITECTURAL SERVICES
CONCEPT
CONCEPT
建築概念

SITE LAYOUT PLAN
位置圖

Project No. 03188
RUE PROMPTUENTIAL OF FEUDU MAN VEE STREET
OPTICISIO MANHOLE DUTI ATTEMALING
巴馬丹拿建築師及工程師有限公司
巴馬丹拿建築師及工程師有限公司

Site Located: Chongqing, China
巴馬丹拿建築師及工程師有限公司

Scale: 1:500
Figure 2-1 (a)

Project No. 03188
RUE PROMPTUENTIAL OF FEUDU MAN VEE STREET
OPTICISIO MANHOLE DUTI ATTEMALING
巴馬丹拿建築師及工程師有限公司
巴馬丹拿建築師及工程師有限公司

Site Located: Chongqing, China
巴馬丹拿建築師及工程師有限公司

Scale: 1:500
Figure 2-1 (a)

URS
URS Hong Kong Ltd

(1) 關注大角咀區建築廢料問題

(2) 非法棄置建築廢料 日益嚴重 影響社區

多謝油尖旺區區議會劉柏祺議員及蔡少峰議員；黃頌議員、黃建新議員、黃舒明議員及莊永燦議員分別就上述標題(1)及(2)事宜提呈文件，並要求相關政府部門包括食物環境衛生署（下稱「食環署」）作出回覆。本署現按文件內提出的問題綜合回覆如下：

1. 根據現行各有關政府部門就非法在公眾地方棄置建築廢物事宜的既定職責分配，環境保護署(環保署)主要負責執行香港法例第 354 章《廢物處置條例》向違例人士採取執法及檢控行動；路政署主要負責清理被棄置於公用道路、公路和快速公路上的建築廢物；地政總署負責清理被棄置於公用道路以外的政府土地上的建築廢物；而食環署的主要職責是負責街道清潔工作，包括清理棄置於公眾地方的家居/有機廢物。按上述部門之間的工作分配，食環署只會在下述情況下，才會把被棄置於公眾地方的建築廢物移走：
 - (a) 在未被察覺的情況下，被棄置於本署轄下設施場地內的建築廢物；或
 - (b) 被棄置於公眾地方並混雜家居/有機廢物的建築廢物，當中佔大部分為不能與建築廢物分類的家居/有機廢物。
2. 如本署職員在公眾地方發現有棄置建築廢物，會視乎情況及地點通知路政署或地政總署採取跟進行動。此外，若被棄置在其他當局/政府部門(例如房屋委員會、漁農自然護理署、康樂及文化事務署或政府產業署)轄下場地的建築廢物，則有關當局/部門會自行負責處理。另外，本署設置於街道上的垃圾收集站只收取家居垃圾，當中並不包括建築廢物。
3. 根據記錄，本署在過去一年在旺角區共收到 62 宗(當中包括大角咀區 17 宗)有關非法棄置建築廢物的投訴，並已即時按既定程序轉介給路政署及環保署跟進。
4. 根據香港法例第 354 章《廢物處置條例》第 16A 條，任何人士在未得到有關當局許可情況下在公眾地方棄置廢物，即屬犯法，違者可被檢控，最高可被判罰款\$500,000 及監禁六個月。環保署是

執行上述條例的部門。如本署人員在日常巡查工作期間發現有人在公眾地方非法棄置垃圾及廢物，當中包括建築廢物，可根據《定額罰款（公眾地方潔淨罪行）條例》或香港法例第 132BK 章《公眾潔淨及防止妨擾規例》第 4(1)條向違例人士提出檢控。根據記錄，本署旺角區環境衛生辦事處在過去三個月（6 月至 8 月）內向違例在公眾地方非法棄置垃圾及廢物的人士提出了 8 宗檢控。

食物環境衛生署
旺角區環境衛生辦事處

2013 年 9 月 16 日

2012至2015年度油尖旺區議會

食物及環境衛生委員會第10次會議

有關：強烈要求部門跟進大角咀區內建築廢料問題

就上述討論文件，環保署(本署)回覆如下：

在過去一年，本署共收到51宗有關大角咀區的非非法棄置建築廢料的投訴。

針對上述非法棄置建築廢料的情況，本署人員在過去一年於大角咀區進行了多次巡查及埋伏行動，當中包括晚上至深夜的埋伏巡查，成功發出5份定額罰款通知書給違例人士，並根據《廢物處置條例》(第354章)向3名非法傾倒大量廢物人士發出法庭傳票提出檢控。本署人員如發現有人非法棄置廢物，除向違例人士提出檢控外，並會要求有關人士將被棄置的廢物移走。

政府一向關注非法棄置建築廢料的活動。本署與各相關部門包括食物環境衛生署及路政署一直保持聯絡，繼續協力監察及打擊非法棄置建築廢料的活動。由於大部分在市區非法棄置建築廢料的活動均與舊區大廈商業或住宅單位的裝修等工程有關，本署人員在巡查時也進行宣傳工作，聯絡大角咀區內一帶裝修單位的業主和管理處等，要求他們密切留意及提醒承建商及裝修工人妥善處置裝修工程所產生的廢料。

環境保護署

2013年9月10日

2012 至 2015 年度油尖旺區議會
食物及環境衛生委員會第 10 次會議

有關：非法棄置建築廢料 日益嚴重 影響社區

就上述討論文件，環保署(本署)回覆如下：

根據《廢物處置條例》(第 354 章)第 16A 條，任何人士在任何地方擺放廢物，則除非該人有合法權限或辯解，或有該地方的任何擁有人或合法佔用人的許可，否則該人即屬違法。任何人士觸犯上述條例，本署會對有關人士採取檢控行動。

針對非法棄置建築廢物的情況，本署人員在過去一年於油尖旺區成功發出 15 份定額罰款通知書給違例人士，並根據《廢物處置條例》向 4 名非法傾倒大量建築廢物人士發出法庭傳票提出檢控。

有關在私人橫巷擺放而又無人處理的建築廢物，需由有關地段的業主或大廈法團安排清理。為避免類似情況發生，有關業主或法團可張貼告示及本署的宣傳單張《非法傾倒 有人睇到》，提醒樓宇內及鄰近的住戶切勿將建築廢物棄置於私人橫巷；有關物業管理人員應加強巡查物業包括橫巷範圍，而有關業主或法團亦可考慮於私人橫巷加裝適當防護設施，如攔阻柱、閉路電視系統等，防止建築廢物被棄置於該橫巷。

政府一向關注非法棄置建築廢物的活動，本署與各相關部門包括食物環境衛生署及路政署一直保持聯絡，繼續協力監察及打擊非法棄置建築廢物的活動。本署人員在過去一年於油尖旺區進行了多次巡查及埋伏行動，當中包括晚上至深夜的埋伏及巡查。如發現有人非法棄置廢物，本署人員除向違例人士提出檢控外，並會要求有關人士將被棄置的廢物移走。由於大部分在市區非法棄置建築廢物的活動均與舊區商業或住宅單位的裝修工程有關，本署人員在日常巡查時亦會進行宣傳工作，聯絡區內一帶正進行裝修的單位業主和相關管理處等，要求他們密切留意及提醒承建商及裝修工人妥善處置裝修工程所產生的建築廢物。

環境保護署
2013 年 9 月 18 日



HIGHWAYS DEPARTMENT
URBAN REGION (KOWLOON)
 13TH FLOOR, NAN FUNG COMMERCIAL CENTRE
 19 LAM LOK STREET, KOWLOON BAY, KOWLOON
 Web site: <http://www.hyd.gov.hk>

Urgent by Fax
 27227696

路政署
市區(九龍)
 九龍彌敦道十九號
 南豐商業中心十三樓
 網址: <http://www.hyd.gov.hk>

[KKR2M]

本署編號 Our Ref.: (KKRC8)HyD UK/12-14/3/76 (DMK)
 來函編號 Your Ref.:
 電話 Tel. No.: 2707 7203
 傳真 Fax No.: 2758 3394

Annex 5

附件五

油尖旺食物及環境衛生委員會第 35/ 2013 號文件

10 September 2013

Yau Tsim Mong District Council Secretariat
 4/F, Mong Kok Government Offices,
 30 Leun Wan Street, Mong Kok, Kowloon
 (Attn: Miss Eliza CHAN, Secretary, FEHD of the YTMDC)

Dear Madam,

10th Meeting of the Food and Environmental Hygiene Committee (FEHC) of
Yau Tsim Mong District Council (2012-2015)

I refer to your above fax dated 6.9.2013 regarding the subject meeting on 26 September 2013.

2. Please be advised that this Regional Office will not attend the subject meeting on 26 September 2013. In response to the submitted paper, I append below our written reply in Chinese for your necessary action.

要求部門跟進大角咀區內建築廢料問題

提問一、三及四:

路政署為工務部門，主要職能範圍是建造和保養道路及其附屬設施。至於任何人士未經相關部門批准，在公眾地方非法存放或棄置廢物，均屬違法，環境保護署可根據《廢物處置條例》採取執法行動。如有需要，各相關部門會視乎棄置建築廢物的所在位置，作出清理。一般而言，路政署會協助有關部門清理公共道路上的棄置建築廢料。

提問二:

過去一年，本署曾收到八十二宗有關大角咀區非法存放或棄置建築廢料的報告。

Yours faithfully,

(T W FANG)
 for Chief Highway Engineer, Kowloon
 Highways Department

Internal

CTO/MK, DI/MK

